

# Anderson's---The Store of Style and Satisfaction.

**WE FEATURE FAIRIEST FANCIES HERE**

## 50 Dozen Children's STRAW HATS

Style and Value are linked together in these Straws. Many of our customers have realized the value of these, and have made purchases. You should do likewise.

**DON'T DELAY IF YOU ARE IN THE MARKET FOR HATS FOR THE CHILDREN.**

**ALL ONE PRICE  
50c.**

## Also 30 Dozen Ladies' STRAW HATS.

**HESITATE**

about your Spring Straw Hat until you have visited us, seen our display, and proved that we have your Hat in both the Style, Shape, and Price.

**PRICES:**

**90c. to \$1.30.**

They are "crowned" with quality and "brimming" over with style.

## LADIES'!

**FASHION Doesn't Whisper "Neckwear" this Season, She Shouts it.**

Yes Neckwear is one of the biggest interests of the year. The whole swing and sweep of Neckwear beauty may be seen in our recently dressed West window.

Variety enough to bewilder, but at

**ONE PRICE:  
17c.**

## Mr. Dressy Man, Your CAP is Here.

If you want the very best quality made—you can find it here.

If you want to pay a usual price, the usual stores will oblige you.

If you want a better quality for less money—we are here from 8.30.

**Everything in Caps  
Except Poor Ones.**

## NOW! Choose Your Easter TIE.

If you appreciate a Tie that looks different—the kind that's unusual without being conspicuous you certainly want to see us as badly as we want to see you.

You can buy an ordinary Tie at an extraordinary price anywhere.

You can buy an extraordinary Tie at **An Ordinary Price Here.**

## Latest Creations in SPRING SHIRTS.

April is the time for the Soft Front Shirt to be firm in its demands on your attention.

We have the Soft Front Pleated Shirts, and Neat Striped Shirts in endless variety.

Whatever quality you select you'll get the full worth of your money.

**All Prices up to  
\$2.00.**

**ANDERSON'S, Water Street, St. John's.**

## MR. COAKER'S SPEECH ON THE SEALING BILL.

(Continued from page 2)

Mr. Chairman, I wish to say a word in reply to a few of the observations made by the hon. member for Placentia in connection with this matter. He introduced the name of Captain Kean. I don't know why it is, but everything that comes from this side of the House in connection with the seal fishery is attributed in some members opposite to animosity against Captain Kean. Now, no remarks that I have made since this matter has been before the House can be taken in that way. I stated a broad, square position: That I believe that if the Florizel is allowed to go to the seal fishery in command of Captain Kean, and if she is the only steel ship that is allowed to go, that all Captain Kean's sons who are looking for wooden ships will get them, because the owners will expect that the father will help out the sons. That very thing happened this year in the case of the Erik.

I was told that the owners of the Erik would not have given Captain Kean's son a ship this year but for the fact that Captain Kean himself was going in the Florizel and would help out the son. And he did, because I know that on three or four occasions this year the Florizel went on her journey, on one occasion nearly ten miles, and out of the Erik and took her in her wake. Well, there is no objection to that. It is very right and proper that a father should help out his son. But then you come forward and say that we are trying to penalize Captain Kean because he is a successful seal-killer. Now, Captain Kean is a successful seal-killer, for the reason that he has always had the best ship going out, and if he could not get seals under those conditions he would not be better than a fool. If he did not bring in all the seals that he has in the past, he would be no better than a fool. Why, there are not five plantations in Newfoundland who would not have done as well as he has done if they commanded the ships that he has commanded. This very spring Capt. Kean was out of the main patch four days, and he very nearly missed the

men; this year she only had 195, and they had better accommodation than any crew ever had before in the Neptune. The same thing applied to the 'Blandford.' No wooden ships ever provided better accommodation or food than that found on board the Neptune and Sam Blandford this season. Conditions are not any worse than they were before; on the contrary they are very much better because of our advocacy. We have gone back upon nothing that we have advocated here during the last three years. But why have we been spending four or five hours debating this clause, and why, last year, did we spend days and days over the Sealing Bill? Simply because a few men on the other side of the House want to get up and criticize things that they know nothing at all about.

I can tell the House that we have spent days and days discussing these things in our convention. We have come from Conventions where all the men interested in this measure were represented; we discussed these matters for days; and we know what we are talking about when we come here. When we come in here and place a Bill on that table and ask you to adopt it, it is done after very mature consideration, and we don't want it criticized by men who don't know anything about it except what somebody has told them either in the lobbies or the streets. We do not want to have any acrimonious debate on this measure, but I can assure the members on the other side that if they want it they can have it.

Then the hon. member stated that I said in this House that these wooden ships were floating coffins. Now, I challenge him to produce a single statement made by me in this House to that effect. It is incorrect.

Mr. Devereaux—A statement to that effect appeared in your paper.

Mr. Coaker—I never made any such statement in this House, and I am not responsible for all that appears in the paper. I know that some of the ships that went out this year were not as good as I would like to see them, but Lloyds' surveyor went over all these ships and examined them, and said that they were alright. He is supposed to know his business, and if he said they were alright it is not for me to contradict him; but my opinion is that some of them were not alright. One ship was held in port be-

cause of my agitation last year and \$30,000 spent on her this year. Another is being sent over to have new boilers put in her. Another had \$15,000 expended in repairs on her last summer. Well you don't suppose that would be done unless it was necessary.

I am very sorry to see the stand taken by the hon. member for Ferrisland, the Minister of Finance and Customs. He has spoken about the first meeting in connection with this matter. I was there and proposed this section. Mr. Cashin seconded my motion and signed the report of that committee. If he cannot agree because the 500 was changed to 450, then the least he can do is to stand by the 500. If he does not do this, it will be no use to ask us to act on any more select committees. When we go to committee and bring in a recommendation, it is understood that the committee stands together. If any member is unwilling to agree he should say so. I know what happened at that first meeting as has been related by Dr. Lloyd. There was no formal motion, but it was agreed not to alter the bill. The report was presented to this house, and the Minister of Finance and Customs signed it. That report was that the committee would stand by the original report and recommendations. I can tell the Minister the reason 500 was changed to 450. It was because it was found that the Bellaventure, the Bonaventure and the Beothic would be admitted if the 500 ton limit was adopted, and so it was thought best to make it 450 to exclude these ships.

That is the reason. Even if the Minister cannot stand to this as it is, the least he can do is to support his original recommendation. We, on this side, must stand by the recommendations, for we were asked by the people of the North engaged in this fishery to have steel ships excluded from prosecuting the fishery. One hundred and fifty harbors sent petitions asking for this clause, backed by 10,000 voters.

I do not know why this debate has taken us so long this afternoon and yesterday to discuss because some want to send the Florizel to the ice, and so favor Bowings. There are many reasons why we should not allow her to go to the ice. If we allow her, the only one to go to the ice, what would be the result? Every son

that Captain Kean had would be given a wooden ship. And why. The catch of the Florizel would be limited to 30 or 40 thousand, but the Captain would kill more than that. He would kill enough for his sons in the wooden ships. That is one of the reasons why the fishermen do not want the Florizel to prosecute the fishery. It will give Bowings and Kean a monopoly of the fishery. You have said here if you limit her catch to 30,000 that the owners would not be bothered sending her to the ice. Well that is all the same. Why not stop her altogether? Both seem to have the same effect, and the clause would, if carried, give equal chances to all other ships and therefore fully encourage and satisfy the men and owners of wooden ships.

The men up in the Northern districts want the steel ships stopped from sailing to the ice, and so do the men from Conception Bay. They say that if you allow them to go to the ice you will cause the wooden ships to be discouraged. You are doing a lot to try to help out Bowings' ship, while at the same time you are discouraging ten or twelve others. If you are trying to be fair, and are going to be fair, then don't allow one steel ship to override the whole fleet and give Bowings a monopoly of the industry. It is not right that any matter like this should be looked at other than impartially.

Mr. Munn came to my office and spent an hour discussing with me the benefits which must follow and the reasons why the Florizel should go to the ice; but he made no impression on my opinions in respect thereto. He could not convince that the Florizel should go. I suppose he interviewed the hon. member for Placentia and convinced him. I am surprised, however, to hear him speak as he has. The wooden ships would benefit greatly by this change, and I have no hesitation in saying that they stand 100 per cent higher in value to-day than they did last year. Owing to the withdrawal of steel ships. The most of the ships are being refitted. Those with old boilers are going to get new ones. I understand the Terra Nova is to go across to get new boilers. All this is the result of the passing out of steel ships.

I do not think that there is any need of a discussion such as we have heard this evening. The Committee

## BIG BRIDGE GONE

Telegrams were received here yesterday afternoon to the effect that the big bridge over Main Brook, Grand Bank, had been carried away. The structure is well over 100 feet long and connects both sides of the harbor. It is thought that the structure collapsed as a result of spring freshets.

## KYLE'S PASSENGERS

The S.S. Kyle arrived at Port aux Basques at 4 o'clock this morning with the following passengers:—F. W. Smith, W. J. Parker, J. Nichol, M. Thompkins, S. Bradbury, J. C. Gardner, J. F. Fudge, A. H. Murray, J. Marshall, Miss E. Harden, Mrs. F. Allison, Mrs. G. Bowden, J. G. Wilcox.

The Prospero after returning will remain in port for some weeks to undergo her annual overhaul and repairs. The Portia will again take up the service.

## ASK ME!

If you want a pleasant beverage, —drink Cocoa.

If you want a nourishing beverage, —drink Health Cocoa.

If you want it both pleasant and nourishing, and entirely free from harmful admixtures, —drink CLEVELAND'S Health Cocoa.

Ask your grocer, or ask me.

**JOHN B. ORR,**

New Martin Bldg., St. John's.

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## THE MAIL AND ADVOCATE.

The Daily issue of THE MAIL AND AVOCADTE will be forwarded to any address in Newfoundland or Canada from now until December 31st next for the sum of

**ONE DOLLAR.**

The Weekly issue will be forwarded to any address from now until December 31st next for the small sum of

**THIRTY CENTS.**